

## Everybody Goes to BAKER'S

### Something New in Women's Low Shoes

Made of white sea  
isle canvas over  
English last. Have  
patent leather  
pointed tip and  
have high French  
heels at

**\$1.95**

343 Main St.

## DOLA

DOLA, June 2.—Mrs. Sallie Fortney and daughter, Pauline, of Virginia, are visiting her father, George Pizott. Mrs. Cora Hawker, of Shinnston, is visiting her brother, A. E. Coffman. Miss Chas. Hacker has been visiting her sister-in-law, Mrs. Cora Hacker, for the last few days. Mrs. Sarah Coffman, who has been on the sick list for several weeks, is getting along nicely. Mr. and Mrs. Koon have been visiting Mr. and Mrs. A. V. Morgan for a few days.

## KNIGHTS TEMPLAR IN MIGHTY PAGEANT AT ANNUAL CONCLAVE IN QUAKER CITY



"Passion Cross" in Knights Templar pageant.

Twelve abreast and to the martial air of "Onward Christian Soldiers," 15,000 Knights Templar in the presence of a cheering crowd of more than 50,000 persons marched up Broad street, Philadelphia, as part of their sixty-second annual conclave in that city. The pageant was most impressive, and when the "passion cross" of Templarism was formed thousands of persons who lined both sides of the street suddenly became silent and reverently viewed the spectacle.

## TRADE COMMISSION BEGINS CONFERENCE

Miss Wilkinson, of Clarksburg, has been a guest of Mrs. Anna Michael for a few days. Mrs. Maud Harvey and Mrs. Ida Stackpole were guests of Mrs. Gordon Martin Sunday.

The Dola people gave an ice cream social Monday night. Vesie Michael and brother, Brook, are carrying cattle this week. Ebert Coffman has been on the sick list for the last few weeks.

Miss Della Stines visited her sister, Mrs. Emma Hildreth, a few days ago. Miss Mabel and Wanda Williams were guests of Miss Bonnie Hedlin a few days ago.

## With Business Men in Boston on Foreign Trade, Especial- ly on Export Business.

(BY ASSOCIATED PRESS)  
BOSTON, June 2.—The Federal Trade Commission began here today a series of informal conferences with business men on foreign trade, particularly export business. More than eighty leaders of commerce and finance in Boston and nearby cities, were invited to appear before the commission during its two day stay.

The hearing here is the first extended one given by the commission since its organization and is in the nature of a preliminary survey of foreign trade matters. Information gathered here and at New York later in the week is expected to give the commission a basis for more detailed inquiries into foreign trade to be carried on in other cities at dates to be announced later.

There was no limitation upon the nature of the statements by those appearing before the commission, except that these pertain to practical matters connected with the export or import trade. It was found that there should be no rigid cross examination because the commission had come, it was said, to secure information and not prosecute.

Because of widespread discussion of the advisability of American exporters combining in common selling agencies abroad, the commission prepared to inquire extensively on that point. It decided not to limit the hearing to that problem, however. Chairman Davies has already called attention to the need of considering the question of permitting such combinations to facilitate the better marketing of American goods in foreign countries, and while the witnesses were selected with a view of obtaining enlightenment on that subject, the commission was ready to discuss other questions also.

Bankers invited to appear before the commission were Daniel J. Wing, Francis A. Goodhue, James M. Prindergast, Col. William A. Gaston, Benjamin Joy, Robert Winsor, Henry L. Higginson, James J. Storrow and I. Tucker Burr. The economists included Prof. C. M. W. Sprague, Dean E. F. Gay and Prof. Samuel Williston, of Harvard. Those representing trade organizations were Elmer J. Bliss, James A. McKibben, John F. Fitzgerald and E. A. Fillee.

Merchants and others invited were F. W. Fabran, Charles W. Leonard, John S. Lawrence, Elynn G. Preston, W. H. Wellington, Henry C. Castle, Ernest G. Howe, H. H. Stinson, B. Preston Clark, Charles W. Robie, Bernard J. Rothwell, Andrew J. Preston, Roger Babson and R. H. Gross. Lawyers asked to testify were Richard Olney, Henry Wheeler and Frederick P. Fish.

The largest class of witnesses was of manufacturers. Among those were A. F. Bemis, Robert S. Bradley, Henry Howard, Arthur H. Weed, Walter M. Lowney, Stephen L. Bartlett, Edwin F. Fobes, Walter C. Fish, E. F. Turner, F. H. Butts, D. F. Barber, J. B. Hunter, W. C. English, H. M. Sanders, Howard Conkey, H. A. Holder, Frank L. Howe, A. T. Walker, G. A. Sargent, J. Everett Morse, R. B. Carter, Charles P. Hall, Cecil Q. Adams, C. H. Jones, L. H. Downs, F. J. Bradley, P. J. Harner, Robert P. Hazzard, George Hutchinson, George E. Keith, H. F. Lesh, J. F. McEwain, J. F. P. McFerris, Thomas F. Anderson, John S. Kent, Elmer J. Brown, W. L. Ratcliffe, Elmer J. Bliss, Edward E. Taylor, W. G. Garritt, A. W. Donovan, Charles E. Hildreth, Charles C. Ely, Louis A. Coolidge, Robert A. Lesson, A. G. Barber, Frederick C. Hood, J. O. A. Whittemore, Frederick C. Duhamel, Henry S. Dennison, Edwin Hamham Greene and George F. Willlett.

## BUILDING-UP POLICY URGED BY FISHER AS TO WATERWAYS

And under Control of Govern-  
ment to Confine Traffic to  
Low-grade Bulk Freight.

(BY ASSOCIATED PRESS)  
CHICAGO, June 2.—Walter L. Fisher, former secretary of the interior, took a prominent part last night in a conference of the Western Economic Society regarding "the proposed lake-to-gulf waterway," for which the Illinois Legislature has just appropriated \$5,000,000 to make possible an eight-foot channel from Lockport, Ill., to Utica, Ill. Other notable speakers include Governor Edward F. Dunne, of Illinois, and William A. Shelton, of Athens, Ga. Invitations to the conference had specifically announced that there were two sides to the waterways question, and much interest was displayed as to the character of the dissent which would be shown in the various addresses. This was particularly the case in regard to former Secretary Fisher. He stated that a constructive policy of government control to confine the traffic of waterways to low-grade bulk freight. Mr. Fisher said: "Must Serve Public."

"The conclusions to be drawn from a survey of our own and foreign experience and policies with respect to waterways seems to me to be that some waterway expenditures are justified while some are not; but that practically no waterway can be made profitable unless its relations with railways are wisely and effectively controlled by the government so that both are compelled to serve the public interest in accordance with some general policy intelligently adopted and effectively enforced."

"We should abandon the easy generalizations and sweeping statements that have led to past mistakes and that are discrediting the cause of waterway development today. It is time to insist upon definite estimates of the available potential traffic, to ascertain how this traffic can most efficiently be carried, to make certain that our engineering plans are fitted to commercial needs and methods instead of learning too late that commercial needs and methods cannot be coerced into conformity with unwise engineering plans, and to scrutinize our estimates of cost so that we may not find them far too low for the practical execution of the project."

A Greater Revolution.  
"The economic revolution and commercial expansion that accompanied and was facilitated by the substitution of the steamship for the barge, followed by a greater revolution which the railroad has wrought in our methods and facilities of transportation. In the course of this revolution, the waterway has steadily lost ground until today the Great Lakes alone are really able to move a creditable showing in the volume of traffic, and this showing is due to the heavy bulk freight such as ore, coal and grain, carried in vessels of special design, constantly increasing in size. In traffic of this same sort, especially coal, the Ohio river alone of all our rivers, has its own in the volume of its traffic. Disconcerting as these facts are, they find their parallel in reports of the canals of Great Britain."

"On the other hand, the internal waterways of Germany and France show altogether different results with respect to the volume of traffic. This is due to the fundamental difference between the attitude of the government toward both canals and railroads in these two countries. Both Germany and France have apparently accepted the economic law which tends to confine the traffic of waterways to low grade bulk freight; but both have pursued a consistent policy of diverting as much as possible of this class of traffic from railroads to waterways, but the direct interference and control of the government."

NOTICE OF DISSOLUTION.  
Notice is hereby given that at a meeting of the stockholders of Empire National Bank, a corporation created and organized under the laws of the State of West Virginia, held at the office of George M. Hoffheimer, Goff Building, in the City of Clarksburg, County of Harrison and State of West Virginia, on the 18th day of May, 1915.

Resolved, first, That the president of this corporation cause notice of the adoption of the foregoing resolution to be published in some newspaper of general circulation, published near the principal office or place of business of this corporation, once a week for four successive weeks; and that he certify these resolutions to the secretary of state of the State of West Virginia, and deliver to him a certificate showing the publication of said notice, as provided by law.

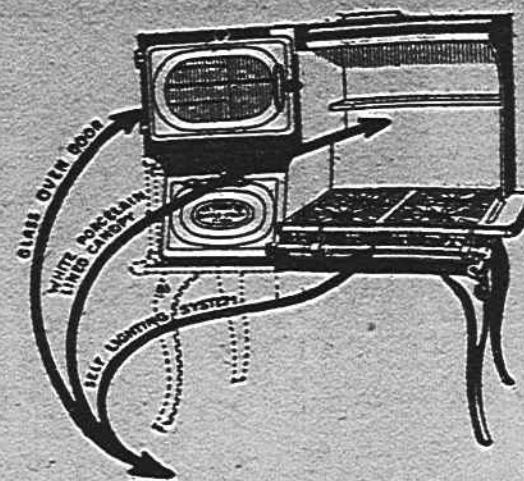
Given under my hand and the seal of said corporation this 18th day of May, 1915.

E. L. JACKSON,  
President of said corporation.  
(CORPORATE SEAL)  
Attest:  
GEORGE M. HOFFHEIMER,  
Secretary pro tem.

Use  
Spartanite  
It's always  
white

The ideal  
white  
enamel  
of the  
home

## R. T. Lowndes Department Store



## These Are the Features That Prove the A-B Gas Range the World's Best

Note these points, white enamel finish that cleans like a china plate, enameled trays and non-rusting quality. "America's Most Sanitary Gas Range." Note the self-lighter, roomy, glass door oven, the elevated oven and broiler, the roomy canopy and warming shelves, the modern burner that saves gas, the artistic design, the splendid conveniences. Every test and comparison will make you an A-B enthusiast, for here you secure convenience, sanitary features, economy and long service. Come in today and make the investigation—prove for yourself that your gas range will be the best—an A-B.

## R. T. Lowndes Department Store



## FLOWERS ARE SYMBOLIC OF LOVE

they are nature's crowning triumph in the final conception of the beautiful. Our varied assortment of flowers and plants is now in full bloom. Don't miss the opportunity of visiting us for your own enjoyment.

Hayman Greenhouse Co.  
411 W. Main St.  
Both Phones.

## READ TELEGRAM CLASSIFIED ADS.

## DEMONSTRATED ABILITY

Every working day in the year, it is demonstrated that the Empire National Bank extends to its depositors and clients a banking service that is prompt and reliable. Our equipment embraces facilities that have proven valuable. Accounts subject to check are invited.

4% Interest Paid On Savings Accounts

## Empire National Bank

Main and Fourth Sts., Clarksburg, W. Va.

## Bathroom White Enamel

White enamel is the unanimous choice for bathrooms. It is good-looking, sanitary, and easy to keep clean. But it must be WHITE.

## SPARTANITE "Always White"

white enamel is a soft, velvety white, that remains so, never growing dark or yellow.

Specify Spartanite to your painter. Works out just like a varnish and dries with a porcelain whiteness and hardness that will delight any housekeeper's heart.

Suggestion: Use Spartanite "always white" white enamel on your bedroom wood-work and furniture—iron bed too.

SPARTAN ART WALL FINISH  
A superior, flat-drying wall paint, adapted for homes, offices, stores, etc. Sets slowly, shows no laps. Germ-proof, washable. In twenty distinct tints.

SPARTANA  
A varnish stain for renewing the finish on floors, doors, mantels and other woodwork or furniture.

Southern Pine Lumber Co.



Baking Powder Biscuits  
2 cupsful flour 1 teaspoonful salt  
2 teaspoonfuls baking powder 2 tablespoonfuls Crisco  
3/4 cupful milk (Level measurements)

Sift together the dry ingredients. Mix thoroughly with the Crisco, using a knife or spoon, and add gradually the milk, mixing with a knife to a soft dough. Toss on floured board, pat and roll to one-half inch in thickness. Shape with a biscuit cutter, place on a floured tin and bake in a hot oven 12 or 15 minutes.

## Put CRISCO to this Test

A severe test for any shortening is its use in hot bread. Make some Crisco biscuit; they are delicate—in looks, odor and taste. They are light and daintily brown. Break one open and you will be delighted with the appetizing aroma, free from any suggestion of lard. They are just as wholesome and digestible as their delicacy promises.

You will find equally as attractive points about Crisco in other branches of cooking. For instance, you can fry without smoke and odor. You can use the same Crisco for frying all manner of foods and all will have a new wholesomeness.

You can make a light rich cake with Crisco which will keep fresh and moist longer.

You will obtain delicious, digestible and economical foods by knowing Crisco better.

Below is a good biscuit recipe, or you may use your own favorite recipe by using from 1/3 to 1/4 less Crisco than you would of lard. Note how Crisco stands the test.